

Michiganders, and I hope to work with my colleagues to ensure its continued success, especially as it faces new challenges that could threaten its efficacy in the future.

As the COVID-19 pandemic has shown us, reliable access to care, along with the availability of prescription drugs and specialist medical treatments, is more important than ever.

Our rural and remote providers will continue to do everything in their power to provide top-of-the-line care to our patients. In turn, Congress must continue to address those rural health priorities.

POTENTIAL GUN VIOLENCE LEGISLATION

(Mr. GOOD of Virginia asked and was given permission to address the House for 1 minute.)

Mr. GOOD of Virginia. Madam Speaker, it is disappointing to see Republicans in the Senate ready to make a deal that will do nothing except slide us down the slippery slope toward gun registration and confiscation.

The gun deal being contemplated in the Senate will do nothing to stop criminals intent on doing harm. This is just another surrender by uniparty RINOs. This will do nothing to satisfy the radical left that wants, again, registration and confiscation.

Why not do something that would truly reduce violent crime in blue cities where there are hundreds of shootings every weekend? Why not support our police, prosecute criminals, end no-cash bail, harden our schools, and do something that will actually make a difference in reducing the deaths by violent crime in this country?

RECESS

The SPEAKER pro tempore. Pursuant to clause 12(a) of rule I, the Chair declares the House in recess subject to the call of the Chair.

Accordingly (at 2 o'clock and 13 minutes p.m.), the House stood in recess.

□ 1501

AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mr. BUTTERFIELD) at 3 o'clock and 1 minute p.m.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, the Chair will postpone further proceedings today on motions to suspend the rules on which the yeas and nays are ordered.

The House will resume proceedings on postponed questions at a later time.

ADVANCED AVIATION INFRA- STRUCTURE MODERNIZATION ACT

Mr. DEFAZIO. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 6270) to direct the Secretary of Transportation to establish a pilot program to provide grants related to advanced air mobility infrastructure, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 6270

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "Advanced Aviation Infrastructure Modernization Act" or the "AAIM Act".

SEC. 2. ADVANCED AIR MOBILITY INFRASTRUCTURE PILOT PROGRAM.

(a) ESTABLISHMENT.—Not later than 180 days after the date of enactment of this Act, the Secretary shall establish a pilot program to provide grants that—

(1) assist an eligible entity to plan for the development and deployment of infrastructure necessary to facilitate AAM operations in the United States; and

(2) make funding available for costs directly related to construction of public-use vertiports or associated infrastructure.

(b) PLANNING GRANTS.—

(1) IN GENERAL.—The Secretary shall provide grants to eligible entities to develop comprehensive plans under paragraph (2) related to AAM infrastructure.

(2) COMPREHENSIVE PLAN.—

(A) IN GENERAL.—Not later than 1 year after receiving a grant under this subsection, an eligible entity shall submit to the Secretary a comprehensive plan in a format that may be published on the website of the Department of Transportation.

(B) PLAN CONTENTS.—The Secretary shall establish content requirements for comprehensive plans submitted under this subsection, which may include the following:

(i) The identification of planned or potential public-use or private-use vertiport locations.

(ii) A description of infrastructure necessary to support AAM operations.

(iii) A description of types of planned or potential AAM operations.

(iv) The identification of physical and digital infrastructure required to meet the standards for vertiport design and performance characteristics established by the Federal Aviation Administration (as in effect on the date on which the Secretary issues a grant to an eligible entity), including modifications to existing infrastructure and ground sensors, electric charging and other fueling requirements, electric utility requirements, wireless and cybersecurity requirements, and other necessary hardware or software.

(v) A description of potential environmental effects of planned construction or siting of public-use vertiports, including efforts to reduce the adverse effects of potential aviation noise.

(vi) A description of how planned public-use or private-use vertiport locations, including new or repurposed infrastructure, fit into existing State and local transportation systems and networks, including—

(I) connectivity to existing public transportation hubs and intermodal and multimodal facilities;

(II) opportunities to create new service to areas underserved by air transportation, without compromising safety and efficiency of other facilities and airspace users; and

(III) any potential conflicts to existing aviation infrastructure that may arise from the proposed location of the vertiport.

(vii) A description of how public-use vertiport planning will be incorporated in State or metropolitan planning documents.

(viii) The identification of the process an eligible entity will undertake to ensure an adequate level of community engagement for planned public-use vertiport locations and planned or anticipated AAM operations, including engagement with underserved communities, individuals with disabilities, and racial and ethnic minorities, to address equity of access and other priorities.

(ix) The identification of the actions necessary for an eligible entity to undertake the construction of public-use vertiports, such as planning studies to assess existing infrastructure, environmental studies, studies of projected economic benefit to the community, lease or acquisition of an easement or land for new infrastructure, and activities related to other capital costs.

(x) The identification of State, local, or private sources of funding an eligible entity may use to assist with the construction or operation of a public-use vertiport.

(3) APPLICATION.—To apply for a grant under this subsection, an eligible entity shall provide to the Secretary an application in such form, at such time, and containing such information as the Secretary may require.

(4) SELECTION.—

(A) IN GENERAL.—In awarding grants under this subsection, the Secretary shall consider the following:

(i) Geographic diversity.

(ii) The need for comprehensive plans that—

(I) ensure the safe integration of AAM operations into the National Airspace System;

(II) improve transportation safety, connectivity, access, and equity in both rural and urban regions in the United States;

(III) leverage existing public transportation systems and intermodal and multimodal facilities;

(IV) reduce surface congestion and the environmental impacts of transportation;

(V) grow the economy and create jobs in the United States; and

(VI) encourage community engagement when planning for AAM related infrastructure.

(B) PRIORITY.—The Secretary shall prioritize awarding grants under this subsection to eligible entities that partner with commercial AAM entities, institutions of higher education, research institutions, or other relevant stakeholders to develop and prepare a comprehensive plan.

(5) GRANT AMOUNT.—Each grant made under this subsection shall be made in an amount that is not more than \$1,000,000.

(6) BRIEFING.—

(A) IN GENERAL.—Not later than 180 days after the first comprehensive plan is submitted under paragraph (2), and every 180 days thereafter, the Secretary shall provide a briefing to the appropriate committees of Congress on the comprehensive plans submitted to the Secretary under such paragraph.

(B) CONTENTS.—The briefing required under subparagraph (A) shall include—

(i) an evaluation of all planned or proposed public-use vertiport locations included in the comprehensive plans submitted under paragraph (2) and how such planned or proposed public-use vertiport locations may fit into the overall United States transportation system and network; and

(ii) a description of lessons or best practices learned through the review of comprehensive plans and how the Secretary will

incorporate any such lessons or best practices into Federal standards or guidance for the design and operation of AAM infrastructure and facilities.

(c) **CONSTRUCTION GRANTS.**—

(1) **IN GENERAL.**—The Secretary may award grants to covered recipients to carry out construction activities described under paragraph (2).

(2) **ELIGIBLE USES.**—A covered recipient may use grant funds awarded under this subsection for design, bidding, and environmental study activities, and other capital costs, as the Secretary determines appropriate, directly related to the construction of a public-use vertiport or associated infrastructure pursuant to the comprehensive plan submitted by such covered recipient.

(3) **REQUIREMENTS.**—The requirements of subsections (b) and (c) of section 47112 of title 49, United States Code, and section 50101 of such title, shall apply to a grant awarded under this subsection.

(4) **LIMITATION.**—The Secretary may not award a grant under this subsection—

(A) for the acquisition, conversion, or retrofitting of AAM aircraft; or

(B) for the construction of private-use vertiports or associated infrastructure.

(5) **GRANT TIMING.**—The Secretary may not issue a grant under this subsection until—

(A) the Administrator of the Federal Aviation Administration has—

(i) issued type certificates for 2 or more models of aircraft designed to provide AAM transportation; and

(ii) published an advisory circular containing appropriate standards for vertiport design and performance characteristics and vertiport siting; and

(B) the Secretary has—

(i) determined that 2 or more AAM operators hold certificates under part 119 of title 14, Code of Federal Regulations, for such operators to perform air carrier operations covered under part 135 of such title; and

(ii) issued, to 2 or more air carriers formed to provide AAM transportation, certificates under chapter 411 of title 49, United States Code.

(d) **AUTHORIZATION OF APPROPRIATIONS.**—

(1) **AUTHORIZATION.**—There are authorized to be appropriated to the Secretary to carry out this section \$12,500,000 for each of fiscal years 2022 and 2023, to remain available until expended.

(2) **ADMINISTRATIVE EXPENSES.**—Of the amounts made available under paragraph (1), the Secretary may retain up to 1 percent for personnel, contracting, and other costs to establish and administer the pilot program under this section.

(e) **TERMINATION.**—

(1) **IN GENERAL.**—No grant may be awarded under this section after September 30, 2023.

(2) **CONTINUED FUNDING.**—Funds authorized to be appropriated pursuant to subsection (d) may be expended after September 30, 2023—

(A) for grants awarded prior to September 30, 2023; and

(B) for administrative expenses.

(f) **DEFINITIONS.**—In this Act:

(1) **ADVANCED AIR MOBILITY; AAM.**—The terms “advanced air mobility” and “AAM” mean an air transportation system that transports individuals and property between points in the United States using aircraft, such as remotely piloted, autonomous, or vertical take-off and landing aircraft, including those powered by electric or hybrid driven propulsion, in both controlled and uncontrolled airspace.

(2) **APPROPRIATE COMMITTEES OF CONGRESS.**—The term “appropriate committees of Congress” means the Committee on Transportation and Infrastructure of the House of Representatives and the Committee

on Commerce, Science, and Transportation of the Senate.

(3) **COMMERCIAL AAM ENTITIES.**—The term “commercial AAM entities” means—

(A) manufacturers of aircraft, avionics, propulsion systems, and air traffic management systems related to AAM; and

(B) intended commercial operators of AAM aircraft and systems.

(4) **COVERED RECIPIENT.**—The term “covered recipient” means the recipient of a grant under subsection (b) who has submitted a comprehensive plan—

(A) that has been reviewed by the Secretary pursuant to subsection (b); and

(B) that the Secretary has determined contains proposed projects that comply with the standards for vertiport design, performance, and siting characteristics described in a published advisory circular.

(5) **ELIGIBLE ENTITY.**—The term “eligible entity” means—

(A) a State, local, or Tribal government, including a political subdivision thereof;

(B) an airport sponsor;

(C) a transit agency;

(D) a port authority;

(E) a metropolitan planning organization; or

(F) any combination or consortium of the entities described in subparagraphs (A) through (E).

(6) **METROPOLITAN PLANNING ORGANIZATION.**—The term “metropolitan planning organization” has the meaning given such term in section 5303(b) of title 49, United States Code.

(7) **PUBLIC-USE VERTIPORT.**—The term “public-use vertiport” means a designated location used or intended to be used for public purposes and to support AAM operations, including the landing, takeoff, loading, taxiing, parking, and storage of vertical take-off and landing aircraft.

(8) **STATE.**—The term “State” means a State of the United States, the District of Columbia, Puerto Rico, the Virgin Islands, American Samoa, the Northern Mariana Islands, and Guam.

(9) **SECRETARY.**—The term “Secretary” means the Secretary of Transportation.

(10) **VERTICAL TAKE-OFF AND LANDING AIRCRAFT.**—The term “vertical take-off and landing aircraft” means an aircraft with lift/thrust units used to generate powered lift and control and with 2 or more lift/thrust units used to provide lift during vertical take-off or landing.

SEC. 3. RULE OF CONSTRUCTION.

Nothing in this Act may be construed as conferring upon any person, State, local, or Tribal government the authority to determine the safety of any AAM operation or the feasibility of simultaneous operations by AAM and conventional aircraft within any given area of the National Airspace System.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Oregon (Mr. DEFAZIO) and the gentleman from South Dakota (Mr. JOHNSON) each will control 20 minutes.

The Chair recognizes the gentleman from Oregon, the chairman of the Transportation and Infrastructure Committee.

GENERAL LEAVE

Mr. DEFAZIO. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous material on H.R. 6270, as amended.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Oregon?

There was no objection.

Mr. DEFAZIO. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in support of H.R. 6270, legislation sponsored by the gentleman from Washington (Mr. LARSEN) and the gentleman from Louisiana (Mr. GRAVES).

With the recent passage of the landmark Infrastructure Investment and Jobs Act, Congress renewed its commitment to robust Federal investment in the Nation's airport infrastructure to address the rising demand for air travel. As the needs of the traveling public evolve, we must build on this momentum to leverage innovative aviation technologies, such as advanced air mobility, called AAM, to help address future challenges.

The success of these efforts depends on early and consistent engagement with State and local communities to ensure that AAM infrastructure is safely integrated into the national airspace system, accessible to all, and built to the appropriate Federal standards.

H.R. 6270 continues Congress' thorough oversight of the emerging AAM industry and helps local communities across the country prepare for and take advantage of the tremendous potential of this technology.

The bill invests \$25 million to establish a 2-year U.S. Department of Transportation pilot program to fund comprehensive planning grants for State, local, territorial, and Tribal governments to prepare for the deployment of AAM vertiports and related infrastructure in their communities.

These comprehensive plans may include details on potential vertiport locations; physical and digital infrastructure needs; potential environmental effects; connectivity to existing transportation systems; and strategies to ensure community engagement and equity.

The bill's pilot program would also provide limited funding for some public vertiport construction activities, such as design, bidding, and environmental study activities, only after the FAA has certified at least two AAM aircraft models, issued airworthiness determinations for at least two AAM operators, and published an advisory circular on vertiport design and performance and siting standards, among other criteria.

H.R. 6270 has the support of cosponsors from both sides of the aisle and the endorsement of several organizations representing the U.S. aviation and aerospace sector, and State and local governments.

Mr. Speaker, I support this bipartisan legislation, and I urge my colleagues to do the same. I reserve the balance of my time.

Mr. JOHNSON of South Dakota. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, let's start with the basics. What is advanced air mobility, AAM? This bill and the next one deal a fair amount with the concept. It is just

making sure that we have got in place a system so the remotely piloted or autonomous or vertical takeoff and landing aircraft are able to integrate into our existing air infrastructure.

Mr. Speaker, it is incredibly important to do that in a way that is effective and that is safe. As the chairman said, Mr. Speaker, that is where H.R. 6270 comes in, the Advanced Aviation Infrastructure Modernization Act. It does establish a pilot program which would provide targeted grants related to the planning and construction of this AAM.

We all know that the United States has a robust network of general aviation airports and heliports. Their impact on most every community in America is probably not fully grasped. They are a critically important part of our Nation's infrastructure.

We want to make sure that those facilities have the necessary infrastructure in place for innovative new entrants so we can make sure our Nation's airports and airspace system are used by these innovative new entrants in a way that is safe and safely integrated with the existing traffic.

Of course, as is the case with most transportation planning, it is State and local experts that are best suited to help plan for the integration of AAM into our national system.

Mr. Speaker, that is the approach that this bill takes. It doesn't give all the money to USDOT. It makes sure that these grants are targeted at the State and local level so we can get the best bang for our buck. Making certain that AAM works for all of our constituent communities is the goal. It is the goal of this bill. I look forward to seeing how different communities embrace advanced air mobility operations.

Mr. Speaker, I thank Subcommittee Chairman RICK LARSEN and Ranking Member GARRET GRAVES for their work and leadership on this bill.

Mr. Speaker, I urge support of the legislation, and I reserve the balance of my time.

Mr. DEFAZIO. Mr. Speaker, I have no further speakers, and I reserve the balance of my time.

Mr. JOHNSON of South Dakota. Mr. Speaker, I am prepared to close, and I yield myself such time as I may consume.

Mr. Speaker, in closing, H.R. 6270 takes an important step in giving our State and local transportation planning experts the tools they need to continue the introduction of advanced air mobility aircraft.

Mr. Speaker, I urge support of the legislation, and I yield back the balance of my time.

Mr. DEFAZIO. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, to reiterate, we have an emerging technology. For once, we need to get ahead of the curve, including the FAA, so that we are not impeding the tremendous potential of AAM across so many sectors and virtually every community in America.

Mr. Speaker, I strongly urge my colleagues to support this legislation, and I yield back the balance of my time.

Ms. JACKSON LEE. Mr. Speaker, I rise in support of H.R. 6270, the Advanced Aviation Infrastructure Modernization Act, or the AAIM Act.

H.R. 6270 would establish a pilot program to help state, local and Tribal governments prepare for advanced air mobility operations and ensure that communities can take advantage of the potential benefits of the safe integration of these technologies in our nation's airspace.

The AAIM Act outlines a comprehensive set of considerations for infrastructure planning that will enable communities to maximize the societal benefits that Advanced Air Mobility (AAM) stands to offer.

Air mobility is a promising industry set to advance and enhance American methods of transportation.

For more than 100 years, the U.S. aerospace and defense (A&D) industry has been at the forefront of innovation.

From the first flight in the air to the first steps on the moon, the industry has led the United States' economic and national security success domestically and internationally.

AAM is a new concept of air transportation using electric vertical takeoff and landing (eVTOL) aircraft to move people and cargo between places not currently or easily served.

The AAM market is estimated to reach US\$115 billion annually by 2035, employing more than 280,000 high-paying jobs.

To keep pace with this growing sector, states and localities need to prepare for anticipated AAM operations and ensure local communities can take advantage of the potential benefits of the safe integration of AAM technologies in U.S. airspace.

H.R. 6270 establishes a two-year pilot program that invests \$25 million in competitive grants for state, local, territorial, and Tribal governments to prepare for the development and deployment of AAM vertiports and related infrastructure.

Powered by electric or hybrid propulsion, AAM offers significant potential to improve mobility and complement existing public, transportation networks while reducing congestion and carbon and noise emissions.

I urge all my colleagues to support H.R. 6270 the Advanced Aviation Infrastructure Modernization Act.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Oregon (Mr. DEFAZIO) that the House suspend the rules and pass the bill, H.R. 6270, as amended.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. GOOD of Virginia. Mr. Speaker, on that I demand the yeas and nays.

The SPEAKER pro tempore. Pursuant to section 3(s) of House Resolution 8, the yeas and nays are ordered.

Pursuant to clause 8 of rule XX, further proceedings on this motion are postponed.

ADVANCED AIR MOBILITY COORDINATION AND LEADERSHIP ACT

Mr. DEFAZIO. Mr. Speaker, I move to suspend the rules and pass the bill

(S. 516) to plan for and coordinate efforts to integrate advanced air mobility aircraft into the national airspace system, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

S. 516

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "Advanced Air Mobility Coordination and Leadership Act".

SEC. 2. ADVANCED AIR MOBILITY WORKING GROUP.

(a) IN GENERAL.—Not later than 120 days after the date of enactment of this Act, the Secretary of Transportation shall establish an advanced air mobility interagency working group (in this section referred to as the "working group").

(b) PURPOSE.—Advanced Air Mobility represents a key area of sustainable transportation and economic growth for the United States and it is imperative that the Federal Government foster leadership and interagency collaboration in the adoption and deployment of this technology. The purpose of the working group established under this section shall be to plan for and coordinate efforts related to safety, operations, infrastructure, physical security and cybersecurity, and Federal investment necessary for maturation of the AAM ecosystem in the United States, particularly passenger-carrying aircraft, in order to—

- (1) grow new transportation options;
- (2) amplify economic activity and jobs;
- (3) advance environmental sustainability and new technologies; and
- (4) support emergency preparedness and competitiveness.

(c) MEMBERSHIP.—Not later than 60 days after the establishment of the working group under subsection (a), the Secretary of Transportation shall—

- (1) appoint the Under Secretary of Transportation for Policy to chair the working group;
- (2) designate not less than 1 additional representative to participate on the working group from each of—
 - (A) the Department of Transportation; and
 - (B) the Federal Aviation Administration; and

(3) invite the heads of each of the following departments or agencies to designate not less than 1 representative to participate on the working group, including—

- (A) the National Aeronautics and Space Administration;
- (B) the Department of Commerce;
- (C) the Department of Defense;
- (D) the Department of Energy;
- (E) the Department of Homeland Security;
- (F) the Department of Agriculture;
- (G) the Department of Labor;
- (H) the Federal Communications Commission; and

(I) such other departments or agencies as the Secretary of Transportation determines appropriate.

(d) COORDINATION.—

(1) IN GENERAL.—The working group shall engage with State, local, and Tribal governments, aviation industry and labor stakeholders, stakeholder associations, and others determined appropriate by the Secretary of Transportation and the Administrator of the Federal Aviation Administration, including—

- (A) manufacturers of aircraft, avionics, propulsion systems, structures, and air traffic management systems;